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The Daily Press.

HONGKONG, FEBRUARY 24TH, 1911.

SEVERAL paragraphs have appeared in the London papers during the past six months relating to a scheme for the reorganisation of the Colonial Office, a scheme which seemed to promise guarantees for the quicker dispatch of public business. A change of some kind seems to be much needed. Two years ago the Crown Colonies in the Far East were given to understand that the Secretary of State for the Colonies had taken under his consideration the objections which are constantly being raised against the present method of levying the Military contribution, and to-day, according to Mr. Harcourt's reply to the question put to him in the House of Commons by Mr. Holt, the question is still "under consideration." It would be interesting to know exactly what has been done in the matter during the past two years the Colonial Office is supposed to have been working at the problem. The subject need not be narrowed to the dimensions of the question put by Mr. Holt, who asked merely that the revenue raised in substitution of that from opium which the Colony is abandoning at the wish of the Imperial Government should be exempt from the military contribution of 20 per cent. His Excellency the Governor put the whole question in a nutshell in his first Budget speech in 1898 when he pointed out that though the balance of ordinary revenue and expenditure was nearly a

quarter of a million to the bad, the Colony had an increased Military contribution to pay. In short, the more we are taxed for local public works the greater is the amount payable to the Imperial authorities as a military contribution. This contribution has been steadily increasing in recent years, not because the prosperity of the Colony has improved, but simply because both the ordinary and extraordinary expenditure of the Colony has increased. I.E. the Governor once suggested that a better means of attaining the object which Mr. CHAMBERLAIN had in view when he sanctioned the present basis of the contribution would be to take the difference between ordinary revenue and ordinary expenditure, which (together with any "extraordinary" revenue from land sales) is the margin or balance which we have to devote to capital expenditure on Public Works Extraordinary, and to devote half of it to military contribution and half to Public Works. We do not quite see how such a scheme as this could be satisfactorily worked. Public works extraordinary are necessary as ordinary public works, and due provision must be made for them in the annual appropriation if they are to be carried out. And if we count the cost of urgent public works extraordinary we must also count upon a minimum sum for defence, otherwise the revenue estimate will be cut so fine as to leave but a very inadequate sum for these two purposes. We are inclined to think that the most practicable plan would be to have a fixed contribution, the amount being subject to revision every three or five years. The policy indicated by Mr. Holt in his question in the House of Commons does not entirely meet the necessities of the case, but the smallest mercies will be thankfully received. The direct loss from opium in 1910 was set down at \$225,860, and towards this loss the Imperial Government made a grant of \$9,000. Mr. Holt's suggestion, if adopted, would therefore benefit the Colony to the extent of about \$45,000. But while the Colony's direct loss from opium was not more than 24 lakhs, the Government had to find eight lakhs in order to balance accounts—and the military contribution grows in proportion to our embarrassments. We have a railway which is estimated this year to cost the Colony \$410,000 as interest on advances for construction, and in raising this sum the Colony has to add to it another \$80,000 as military contribution. Circumstances have changed in the Colony since the present mode of levying the military contribution was decided upon, and in view of this change the incidence of the contribution has become a palpable wrong which ought to be redressed.

The German mail of the 25th January was delivered in London on the 22nd inst.

Reduced fares on the Kowloon Railway are advertised to come into force on Saturdays and Sundays from March 1st.

Seventeen gamblers from Chinwan were brought before Mr. J. R. Wood at the Magistracy yesterday and fined \$4 each.

Lieut.-Colonel R. Bayard, D.S.O., of The Buffs, left Singapore for Home by the Nubia on completion of his period in command of the battalion.

The U.S.S. New York has been renamed the U.S.S. Saratoga, and is the Flagship of the Commander-in-Chief of the United States Asiatic Fleet.

At the Magistracy yesterday a man was convicted of keeping an opium den at 18, Gilman Bazaar and was fined \$250, while twelve men who were smoking in the den were fined \$4 each.

It is noticeable that just now many Chinese are going to Swatow, taking their wives and families. This, says the *Siam Observer*, is what is known as the 12th year, when the specially gorgeous dragon processions are held, and it is considered that to witness one of these brings good luck.

The Italian cruiser *Piemonte* has arrived at Singapore from the coast of Zanzibar, to await the arrival of the cruiser *Colabris*, and after turning over her crew to the *Calabria* will return home with the old crew of the *Calabria*, the latter being commissioned for a further term of service in the Far East.

The trial of the Hongkong and Shanghai Bank forged cheque case at Sourabaya began on February 7. Twenty-three witnesses have been summoned, and the hearing is likely to prove unusually interesting, some nice points of law having been raised. The case was expected to last a week.

At a meeting of the board of directors of the China Fire Insurance Company, Limited, held yesterday, it was decided to declare a dividend of \$7 and a bonus of \$2 per share.

A man who had been banished in January last was found in the Colony on Wednesday, and on being brought before Mr. J. R. Wood at the Magistracy yesterday on a charge of having returned from banishment was sentenced to twelve months' hard labour and to be exhibited in the stocks for four hours.

A telegram from Home announces that Mr. James Miller, one of the senior partners of Messrs. Adamson, Gillman, & Co. of Singapore, has died at Home after a fortnight's illness with pneumonia. Mr. Miller, who was living at Mill Hill, was about 70 years of age and was one of the old school of Singapore merchants. He lived in the Straits about 30 years.

The amount of the defalcations of the Samarang agency of the Netherlands India Commercial Bank reached 85,000 guilders at the date of last address. This is only so far as regards shares on deposit. It is feared, say the Java papers, that the total will reach large figures. The Bank has offered a reward of 1,000 guilders for the arrest of the suspected party who has disappeared.

According to the *Bangkok Times*, Mr. A. H. Darlow is being promoted, having been appointed sub-manager of the Hongkong and Shanghai Bank at Hongkong, the position recently vacated by Mr. Stabb, the successor to Mr. J. R. M. Smith. The new agent for the Bangkok branch will be Mr. J. Scrymgeour. Mr. Darlow succeeded Mr. Price as agent at Bangkok, and during his holiday in Europe in 1910 Mr. Scrymgeour acted as agent.

An unique relationship was established at the Magistracy yesterday when a man was brought before Mr. E. B. Hallifax charged with the theft of two jackets from a certain house. The defendant said that he took the clothes which belonged to a relative as he wanted money with which to buy food. The complainant, a little girl, said that the defendant was her "first mother's youngest grandson." Sentence of seven days' imprisonment was passed.

Under the auspices of the Hongkong Old Volumes Society a capital exposition of the gyroscope was given before an interested audience at the City Hall last evening by Professor C. H. Robertson. The lecture was illustrated by working models. At the close on the motion of the Hon. Mr. Pollock, K.C., a hearty vote of thanks was accorded the lecturer, who mentioned that he is returning to Hongkong in the autumn as the Secretary of the Y.M.C.A. and would be pleased to give further lectures on similar subjects. The lecture is to be repeated to-morrow evening at the Engineers and Shipbuilders Institute.

THE NEW COLONIAL SECRETARY OF HONGKONG.

The Straits newspapers to hand by yesterday's mail state that Mr. Warren D. Barnes, British Resident of Pahang, was notified on the 17th inst. that he had been appointed Colonial Secretary of Hongkong in succession to Sir F. H. May, transferred to Fiji as Governor. Mr. Barnes, says the *Free Press*, will have the hearty congratulations of his colleagues in the Civil Service at his attaining so important a position in a neighbouring Colony.

The *Straits Times* says:—Mr. Barnes took up the position of British Resident in Pahang, fourteen months ago. The greater part of his Colonial service, which commenced in 1888, has been spent in the Colony, in the Chinese Protectorate Department, and he is an officer with an intimate knowledge of things Chinese. He is qualified in the Teochow and Cantonese dialects. From 1896 to 1901 he was employed in the Mines Department of the F. M. S., but in the latter year was again transferred to the Colony's Chinese department until the end of 1909. In that year, he was deputed to assist the British delegates at the Opium Conference at Shanghai, and some months later took up the position he is now relinquishing. From 1904 until going to Pahang Mr. Barnes was Secretary for Chinese Affairs in both the Colony and the F. M. S. and became a member of the Legislative Council in 1908. He was the first occupant of the post to join the Council in the newly-created seat.

We learn that Mr. Barnes had intended coming up from Singapore by the German mail steamer which arrived yesterday, but was unable to do so.

THE ORIENTAL BREWERY.

VISITED BY H.E. THE GOVERNOR.

Through the courtesy of Mr. Ehrenfels, H.E. the Governor, with Lady Lugard and Staff, visited the Oriental Brewery on Wednesday afternoon.

His Excellency expressed to Mr. Ehrenfels his interest in the thoroughness of the methods adopted for purifying the water used and for cleansing the bottles, etc., and admired the up-to-date condition of the Brewery, its machinery and processes.

Afterwards, his Excellency, with the Director of Public Works and Private Secretary, inspected the Mong Kok Tani Refuge, Kwong Wa Hospital, the Small-pox Hospital and various other public works in course of construction.

WRECKED CRUISER "BEDFORD"

The First Lord of the Admiralty has informed Mr. G. E. Hobler, K.C., M.P., for Chatham that no difficulty or delay should have arisen in paying compensation to members of the ship's company of the wrecked cruiser *Bedford* for the loss of their effects. He adds that he is making inquiries, and if necessary instructions will be issued to prevent any further stoppage of wages.

TELEGRAMS.

[Protocolled by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE PARLIAMENT BILL.

FIRST READING CARRIED.

LONDON, February 23rd.

The Parliament Bill (which deals with the veto of the House of Lords), has been read a first time, the division showing 351 votes in favour and 227 against.

There was wild enthusiasm over the coalition of the Irish and Government parties.

[The total number of Unionists returned at the election was 240, so that only 13 were absent from the division lobby. The Liberal, Labour and Irish parties combined number 430, so that there were 79 absentees.]

AMERICA AND JAPAN.

PROPOSED NEW TREATY.

LONDON, February 23rd.

A Washington message states that the Senate's Foreign Committee has reported favourably upon the proposed new Treaty with Japan replacing the Commercial Treaty of 1894. It does not provide for restrictions upon Japanese immigration, leaving it to Japan to prevent immigration objectionable to the United States.

[FROM SOUTHERN NEWSPAPERS.]

RAILWAY COLLISION IN FRANCE.

LONDON, February 15th.

At Courville, last night, an express train travelling at full speed from Paris to Brest, dashed into a goods train, and simultaneously a third train crashed into the others.

Ten persons were killed, and ten were injured.

ACCIDENT TO H.M.S. "COLLINGWOOD."

LONDON, February 16th.

A Madrid telegram states that as the British fleet was entering Ferrol the battleship "Collingwood" touched ground, and thirty-six armoured plates were stove in.

Divers are patching the ship, which will go for repair to Devonport.

THE FOLLIES.

Another large and enthusiastic attendance demonstrated the enjoyment it derived from the entertainment provided by Mr. Henry Dallas' clever combination at the Theatre Royal last night. Humour and novelty are the powerful attractions at the City Hall just now. Of the former, there was an abundance in the ludicrous situations which arose in the burlesque of "Hamlet," situations which the talented Follies, headed by Mr. Dallas, developed with great historic skill. Of the latter, the supply is unlimited, for the programme throughout is as new as it is attractive. With these ingredients there is little wonder that the Follies are having such a successful season here.

To-night there will be another change of programme, when Mr. Dallas' chief d'œuvre, "A Voice Trial," will be introduced.

CORONATION EXHIBITION, 1911.

An Exhibition is to be held in honour of the Coronation of His Majesty George V., at the Great White City, Shepherd's Bush, London, from May to October, 1911. A proportionate part of the receipts—guaranteed under no circumstances to be less than £5,000—will be devoted to the fund for a National Memorial to King Edward VII.

It is intended to bring before the many millions of persons who will visit the Exhibition a more complete representation of the British Empire than has ever been attempted, and in this stocktaking of Greater Britain great and far-reaching promises will be given to the Colonial Governments.

While proposed to assign a large area to the important interests represented by grain, timber, food, fisheries, and minerals, the Council of the Coronation Exhibition desire that considerable space should be devoted to Colonial manufactures and especially to those which are likely to find markets in outside countries.

Mr. Charles J. Kiralfy is the director of the Exhibition and the Grand Council will appear to consist of nearly every prominent man in the Kingdom.

WEATHER REPORT.

On the 23rd at 11.55 a.m.—The barometer has risen moderately over China, and fallen slightly over the Loccos.

A shallow depression is moving Eastward to South of the latter area, and the anti-cyclonic area covering China is central to the North of the Yangtze valley.

Fresh to strong monsoon will continue to prevail over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (N. winds, fresh, fine. N. and N.E. winds, strong. Formosa Channel Same as No. 1. South coast of China between Hongkong and Lamook. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

SUPREME COURT.

Thursday, 23rd February.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

ALLEGED ILLEGAL PARTNERSHIP—DEALINGS. Ke Choi Po surrendered to his bail on charges of committing offences against section 4 of Ordinance No. 7 of 1909, and section 75 of Ordinance No. 5 of 1865.

Prisoner pleaded not guilty, and the following jury was empanelled:—H. B. Bridger (foreman), N. A. Beltram, F. M. Garcia, J. H. Underwood, A. Feilzer, A. Aicheson and D. Dorwood.

Mr. M. W. Slade, K.C., instructed by Mr. Crowther Smith (of Messrs. d'Almeida & Smith), prosecuted on behalf of the Crown, and the accused was defended by Sir Henry Berkeley, K.C., who was instructed by Mr. Wong (of Messrs. Deacon, Looker & Deacon).

Mr. Slade thought, as this happened to be the first indictment under an Ordinance passed last year, that it would be well to refer his Lordship to the Ordinance before addressing the jury. The Ordinance was No. 7 of 1909, and in the operative parts it was the same as the Larceny Act of 1901 at Home. It was passed for the purpose of removing many difficulties which had arisen in the way of the proving of offences under sections 62 and 63 of the Larceny Ordinance; that was to say, sections 75 and 76 of the Larceny Act of 1861. In place of those long and cumbersome sections a very simple section had been substituted of much wider scope than was covered by those sections, and getting rid of a number of decisions under those sections which rendered them practically inoperative. The operative section of the Ordinance was section 4, and the indictment was framed directly upon that section, following the words of it very closely.

Addressing the jurors, Mr. Slade stated that the facts in the case were in one sense simple, although they might possibly find some of the details a little involved. In the Autumn of the year 1909 the defendant obtained a concession or contract from the Government for the cutting of wood on a number of forestry lots in the neighbourhood of Aberdeen. Accused seemed to have had partners at that time, and to have been carrying on business under the name of the Wing Man Wood Cutting Co. After he got this concession he appeared to have needed more capital to make the rather heavy payments to the Government and to carry out the work with the time limited by his concession. In the early part of the tenth moon of that year defendant got into communication with two men named Tong Sing Koon and Leung Chuk Wan. He showed them a list containing the names of proposed partners, told them the total capital of the concern was to be \$18,000, and that the names on the list totalled \$16,700. This left \$1,300 to be subscribed, and he asked them if they would take up the amount. They declined. Shortly afterwards he approached these men again, told them that the largest name on the list had fallen out, and again asked them to come in. It was then arranged that these two men and the defendant should between them put up the whole \$18,000, each of the men mentioned \$6,000, and the defendant the remaining \$6,000, and the small subscribers who had paid in their capital could be bought out. On this basis each of the two men put up \$6,000, and on the first day of the eleventh moon they received a partnership agreement signed by the defendant and chopped with his chop. After reading the terms of the agreement, Mr. Slade stated that during the tenth moon the defendant got into communication with a man of the name of Wong Tak Sang, one of the complainants in the case. The accused took that man out to see the ground, and the latter agreed to subscribe \$4,000 towards a share. He was told that the total capital of the Company was to be \$18,000, that there was \$6,500 still to be subscribed, and asked him to subscribe that amount. The man agreed to subscribe \$4,000, and when asked if he could find anybody to take up the remaining \$2,500 went back to Canton, got hold of a friend of his (the other complainant), and this man agreed to pay in the balance. The complainants came down to Hongkong at the end of the tenth moon, and on the first day of the eleventh moon the man who had agreed to pay the \$2,500 paid over to the defendant and received a receipt from him in the most explicit terms. On the same day as the defendant entered into an agreement with his two partners for the whole of the capital of the Company, he took this \$2,500 from another man for a share in the capital which had already been subscribed. A few days later he got \$4,000 from the other man, for which he again gave a receipt. Thus, after the whole capital had been subscribed and an agreement entered into, the defendant got these extra subscriptions amounting to \$6,500. What he actually did with the money was not known. It would be proved that the partners applied for their partnership books, but got no satisfaction. The defendant got the money from the second two men, kept it, and did not apply it to the purpose for which it was paid to him.

Evidence was called, and the hearing adjourned.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Moji for this port on the 20th inst., and is expected here to-morrow.

The N.Y.K. str. *Wakana Maru* (European Line) left Shanghai for this port on the 22nd inst., and is expected here to-morrow.

The Philippines Co's str. *Zafra* left Manila on the 22nd inst., and is due here to-morrow at daylight.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 21st inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 20th prox.

The P. & O. S. N. Co's str. *Nile* arrived at London on the 22nd instant, afternoon.

THE SIBERIAN ROUTE IN WINTER.

HONGKONG MAN'S EXPERIENCES.

Not many people here venture to go Home via Siberia during the winter months, and the experience of a Hongkong man who has just accomplished the journey may be interesting. He left Hongkong in the middle of December and reached London a month later, having spent some time in various European cities en route. He describes the journey via Siberia as interesting, but decidedly uncomfortable, and declares that he would not attempt it again unless time were an important consideration. "The cold," he writes, "especially in Harbin and Manchuria, was intense. The thermometer registered 23 degrees below zero Fahrenheit and inside the carriages the heat was 80 degrees, and very stuffy at that. There is very little saving in money, as I estimate that it cost me practically as much travelling second class as it would have done going first class by steamer via Suez. The tips were shocking, and I really believe that I tipped every man, woman and child between Dalny and London. Moscow is very interesting and well worth a visit. We drove round the city in a Russian sledge and went to the celebrated Kremlin, and, of course, heard all over again about the great Napoleon and his defeat in Russia. I stayed two days in Moscow, and then went on to Warsaw, where I spent a day. Warsaw is the first really European city I arrived at, and, except for the language, one could almost imagine oneself in England. Berlin is a very fine place; finer, I think, than Paris. Everything is well ordered and convenient. The Reichstag in a magnificent building occupying a lovely site at the end of the celebrated street Unter den Linden, of which we have all heard so much. I saw little sign of the military form of government, but everybody appeared to be well behaved, and to be very respectful to the policeman, who are met with everywhere and who look very ferocious. London has changed very much in my absence, and I think it is the finest city in the world."

OPERATIONS AGAINST MORO OUTLAWS.

The Manila *Cablenews* of Sunday, the 19th inst., contains the following telegrams:—

Zamboanga, Feb. 18.

A force of Constabulary soldiers led by Lieutenant Prouss, who is accompanied by Whitney and Larrabee, engaged in a running fight with the outlaws. Moros under Chief Manintaw at a small place called Dapao, near Munungan. This encounter occurred on February 5, and the Constabulary pursued the outlaws to Malaga, where they were encountered again and shots exchanged on both February 11 and 12. On the 13th the Constabulary attacked the outlaws at the end of the Malaga river, where they were engaged in a hand to hand fight with one of the outlaws. Private Pedro Pansing received a gunshot wound in the right leg, while two men of the 2nd Landa company were also wounded by bamboo spears. None of these wounds are considered serious. Three guns and many kamplans, krises and bolts of all kinds and shapes were captured, and twenty Moro outlaws were killed. Lieutenant Whitney remains on the scene of the engagement in the field to guard against further trouble.

Zamboanga, Feb. 13.

The outlaws party with whom the Constabulary of Zamboanga, under Lieutenant Prouss, had several engagements near Munungan and Malaga, is composed of twenty Moros and five Filipinos. Manintaw, who is the leader, says that he took the warpath because he was incensed at his brother having been arrested by the authorities for some infraction of the law. The outlaws have killed two men and abducted seven women from a small settlement on the Malaga river and have returned towards Munungan. It is claimed that five rifles are in the possession of the outlaws.

SUICIDE OF A CASHIER AT SINGAPORE.

A sensation was caused in the busiest centre of Singapore about noon on the 9th inst. by the tragic suicide of a cashier employed by Messrs. E. Meyer & Co., Malacca Street. The name of the victim was Jacob Abed, a Jew, who had been in the service of the firm for some years. Lately occasion had been found to examine the books of the company and serious differences were revealed. The full investigation has been concluded, and the result was that Mr. Jacob, manager of the firm, laid off the cashier, and the cashier applied for a warrant for his arrest on a charge of criminal breach of trust to the extent of about \$18,000 or \$20,000. The warrant was issued. Towards noon Abed approached Mr. Judah and asked him point-blank if any proceedings were being taken. Mr. Judah did not give him a direct affirmative, so Abed went to another gentleman in the office and put the query to him. He was not told directly that a warrant was out, but he could not fail to understand that. Abed then went into the warehouse that adjoins the office and saw him stagger or two later those in the office saw him empty and this he dashed on the ground. Then, as the poison, which it was quite obvious he had swallowed, took effect he screamed and collapsed. Those present rushed to his assistance, and police and medical aid were summoned. The unfortunate man was put in a gharry and all haste was made for the hospital. That destination, however, had not been reached ere Abed succumbed. The poison was crude carbolic.

CARUSO ON MARRIAGE.

Report has it that Caruso is engaged to Lillian Grenville, the beautiful Canadian soprano, who is hailed out West as the new Melba. "Ah!" said Caruso: when taxed with the story, "she is already wedded to the nightingale in her golden throat." The reports deftly transferred the tenor's metaphorical compliment to himself. Caruso, with a long Russian cigarette in his mouth, twirled his cane above his head and laughed back: "I am a great singer because I have always remained a bachelor; no man can sing unless he smiles, and I should never smile if I married."













NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD &amp; Co., and from ALL WINE MERCHANTS.

[56]

## When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

## Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold every where in boxes, price 3d. (36 pills), 7/6 (108 pills) and 2/6 (108 pills).

## APENTA Natural Aperient Water

For use by

THE BILIOUS,  
THE GOUTY,  
THE CONSTIPATED,  
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THE OBESE.

DOSE:—A Wineglassful before Breakfast.



Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhuaol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

SELF CURE NO FICTION! NO SUFFERING NOW DESPAIR! THE NEW FRENCH REMEDY, THERAPION NO. 1. In a remarkably short time, after a few days only, Cures blood poisoning, skin eruptions, rheumatism, neuralgia, sciatica, etc., when medical treatment fails. THERAPION NO. 2. Cures chronic weakness, loss of vigor and vitality. Cures chronic rheumatism, sciatica, neuralgia, etc. Cures chronic indigestion, flatulence, and all self-poisoning directions enclosed, of chemists or post-free from The Little Medicine Co., Haverton Hill, Glasgow, Scotland, England. Try New Drago (Testers) Form of Therapion easy to take, safe, lasting cure. Trade Marked word "THERAPION" is on British Govt. Stamp affixed to every genuine packet. THERAPION CURES TO STAY CURED.

## HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 4.)

## THE CRIMINAL LAW AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Criminal Law Ordinance of 1865 certain provisions of the Criminal Law Amendment Act of the United Kingdom of 1861 and for other purposes." In doing so he said:—I would just like to state, Sir, that the Chief Justice is engaged, on your Excellency's authority, in a revision of the Ordinances of the Colony, and he deems it desirable to ask the Council to sanction certain measures as antecedent to the revised work which he has undertaken. The Chief Justice has drafted this Bill and the next order of the day, and he has attached his objects and reasons and desires to take, as I think he is entitled to do, full responsibility in the matter. Council will observe as regards the first Bill that there is a clause at the end which provides that it will not come into operation until the proclamation of his Excellency, which is to be issued after the Council has authorized the revision of the new laws.

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The objects and reasons state that when the Criminal Law Amendment Ordinances were framed in 1865 the English Consolidation Ordinances of 1861 were copied almost verbatim. But in connection with offences relating to Railways two sets of sections were omitted, because there were no railways in the Colony. These two sets of provisions dealt with, practically the same acts—putting wood, stones, etc., on the railway, and other kindred matters, but the criminal intent in the two statutes was different—in the Malignant Damage Act it was damage to the railway, carriage, etc.; in the Offences against the Person Act, it was damage endangering the safety of passengers. The provisions of the former Act were introduced into the Colony by Ordinance No. 10 of 1910; this draft introduces these of the latter Act, and like No. 10 of 1910 it is made applicable to tramways. I think that now that the New Edition of the Revised Laws is being prepared serious consideration in this case the object is to bring the law of the Colony into line with the English law on which it is based. Provision is made for introducing both the new sections and those of No. 10 of 1910 into their proper position in the Criminal Law Ordinance of 1865. Part II. of No. 10 of 1910, which deals with a different matter, will remain as a substantive enactment.

## PENALTY AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the minimum penalties and to bring the law of the Colony into uniformity with the law of England, and for other purposes."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The object of this Ordinance is to bring the law of the Colony on the subject of punishments into line with the law of England. It accomplishes this, first, by abolishing minimum penalties, and this gives the Judge the power of dealing leniently with cases which deserve to be so treated. The Ordinance also does away with the confusion and redundancy of language which now exist in the penalty clauses of the Criminal Law of the Colony. In the English Acts, from which our laws have been copied, there were alternative penalties provided of penal servitude for a maximum and minimum term (which was usually three years), and imprisonment with or without labour for not more than two years. The Criminal Law Ordinance, as originally passed, followed this form of alternative penalty. By Ordinance No. 3 of 1887, penal servitude was abolished, and imprisonment with hard labour substituted for it. In the Ordinances as they appear in the Revised Edition, "imprisonment with hard labour" has been substituted for "penal servitude," but no further change was made, with the result, as in the "example" given in 7, that the latter for not more than 14 and not less than 3 years and "imprisonment with or without hard labour for not more than 2 years." This is meaningless, and the Ordinance eliminates the second alternative. It should be noted that the penalty of "imprisonment with or without hard labour" as an alternative to penal servitude has been eliminated in England, but by a different process. The use of "examples" is based on Indian legislation, and due recognition of it will be made in the new "Interpretation Ordinance" now being drafted. A further effective change is made by making the penalty of imprisonment always subject to the discretionary "with or without hard labour" (as it is in fact in the majority of cases) unless any Ordinance expressly provides otherwise. This is made to apply to future enactments, and will make the drafting of Ordinances uniform. The superfluous words "at the discretion of the Court" and "on conviction thereof" are eliminated. The result of these changes so far as mere revision is concerned will be to reduce the bulk of the criminal laws of 1865 by at least one-third. But the more important result will be to let each offence clearly appear, and to consolidate the penalty clauses as much as possible, leaving them to be governed by the general principles laid down by this Ordinance. The schedule makes corresponding alterations in the other Criminal Ordinances. The changes effected in Part II. are in Ordinances where the penalty is in this form—"Imprisonment with hard labour for three years, or imprisonment with or without hard labour for not more than two years." In these cases the "three years" is not an absolute penalty, because there is an alternative, and therefore the alteration is warranted. Solitary confinement is a prison disciplinary measure and it is unusual for it to be put within the province of the Court to impose it as part of the original sentence; it is therefore proposed to delete the words "with or without solitary confinement" wherever they occur. This has been done with the concurrence of the Police and Prison authorities. The schedule carries the amendments down to the stage at which the Revision manuscript has at present arrived. In due course, as the Revision proceeds, legislation will be introduced adding other Ordinances to the different Parts of the schedule. Three other clauses have been introduced, sections 10, 11 and 12, which deal with old, cumbersome, and out of date expressions, substituting therefor modern formulae. It is not proposed that the Ordinance should come into force until the Council has sanctioned the New Edition as the authoritative version of the Ordinances of the Colony.

## LEPERS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance to amend the Lepers Ordinance, 1910." In doing so he said:—The Council will remember that last year we passed a Bill providing for the segregation and treatment of lepers. By section 14 of that Ordinance, 24 of 1910, power is given to the Governor-in-Council to banish a leper who is not a naturalized subject of His Majesty. Well, Sir, the Secretary of State considered that action was open to objection. The

banishment of a sick person against his will from British territory to China might in his judgment be open to severe criticism, and he thought the point might be met by prohibiting the entry of lepers into the Colony and making offenders liable to deportation. Section 14 is to be repealed and a new section added prohibiting the entry of alien lepers and making them liable to deportation if they enter the Colony.

The COLONIAL TREASURER seconded, and the motion was agreed to.

Council then went into committee and considered the Bill clause by clause.

On resuming,

The ATTORNEY-GENERAL reported that it had passed through committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

## DEFENCES (SKETCHING PREVENTION) AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend The Defences (Sketching Prevention) Ordinance, 1895, and to control balloonists and others who have special opportunities for obtaining information respecting the defences of the Colony." In doing so he said:—This Bill, Sir, effects certain amendments in the Defences (Sketching Prevention) Ordinance of 1895 by making the possession of sketches, drawings, photographs, etc., of any battery or fortification illegal unless obtained by permission of the Governor in writing. The Ordinance as it stands at present applies to persons taking prints, drawings or plans, but it makes no definite provision for people found in possession of them. Therefore it is proposed to follow the very common precedent of the law in England by making possession of a sketching instrument a crime, and to give power to a magistrate to issue search warrants to secure any such drawings or prints which may have been illegally obtained. Clause three of the Bill prohibits trespassing on fortifications or any naval or military premises. I may state that our Ordinance No. 1 of 1895 is framed generally in accordance with the law in other eastern colonies. This particular clause three is not in the Ordinance of 1895, although it is in the Ordinances of both Ceylon and the Straits Settlements. It has therefore been deemed desirable to include it in ours so as to bring it into all fours with the Ordinances prevailing elsewhere. In addition to these there is a provision to control balloonists as stated in the memorandum of the Bill. Your Excellency has therefore instructed me to make provision in the Bill so as to control the ascents of balloons and aeroplanes.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause. On resuming,

The ATTORNEY-GENERAL reported that it had passed through committee with slight amendments and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

## JURORS' LIST.

The jurors' list for 1911 was submitted, and considered in camera.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards. The Colonial Secretary in the chair. The following votes were passed:—

## LANGUAGE STUDY ALLOWANCE.

The Governor recommended the Council to vote a sum of One hundred and eighty dollars (\$180) in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, Language Study Allowance (Hakka Dialect, Chinese) to Passed Cadet.

## PIERS AT CASTLE PEAK.

The Governor recommended the Council to vote a sum of Two thousand six hundred and sixty-two dollars (\$2,662) in aid of the vote, Public Works, Extraordinary, Buildings, Pier at Castle Peak Bay.

## TRANSPORT OF REVENUE.

The Governor recommended the Council to vote a sum of Two hundred dollars (\$200) in aid of the vote, Judicial and Legal Departments, C.—District Officer, Other Charges, Northern District, Transport of Revenue.

## SECURITY ALLOWANCE.

The Governor recommended the Council to vote a sum of Twenty-seven dollars (\$27) in aid of the vote, Harbour Master's Department, C.—Imports and Exports Office, Other Charges, Security Allowance to 4th Grade Clerk.

## THE GOVERNOR.

The Governor recommended the Council to vote a sum of One thousand five hundred dollars (\$1,500) in aid of the vote, Governor, Other Charges, Furniture.

## POSTAL AGENCIES IN CHINA.

The Governor recommended the Council to vote a sum of four thousand eight hundred and thirty-one dollars and seventy-two cents (\$4,831.72) in aid of the vote, Post Office, B.—Postal Agencies in China, for the following items:

Personal emoluments ... \$3,904.64  
Other Charges.  
Horse traction for mail carts \$50.00  
Incidental expenses ... 233.61  
Light ... 124.87  
Rent ... 95.00  
Rent of extension site ... 394.74  
Transport ... 28.86

Total ... \$4,831.72

## CORONATION CONTINGENT EXPENSES.

The Governor recommended the Council to vote a sum of thirteen thousand one hundred and fifty dollars (\$13,150) to meet the estimated expenses to be incurred by the Coronation Contingent of the Hongkong Volunteer Corps.

## JUDICIAL AND LEGAL.

The Governor recommended the Council to vote a sum of one hundred and fourteen dollars and twenty-nine cents (£10 at 1/9=\$114.29) in aid of the vote, Judicial and Legal Departments, D.—Law Officers, Other Charges, Attorney-General's Office, Rent of Telephone Exchange.

## PIERS IN CAPITAL CASES.

The Governor recommended the Council to vote a sum of four hundred dollars (\$400) in aid of the vote, Judicial and Legal Departments, A.—Supreme Court, Other Charges, Fees to Counsel and Solicitors for Prisoners in capital cases.

## ADMINISTRATION OF JUSTICE.

The Governor recommended the Council to vote a sum of one thousand five hundred dollars (\$1,500) in aid of the vote, Judicial and Legal Departments, A.—Supreme Court, Other Charges, Administration of Justice.

## VOLUNTEERS.

The Governor recommended the Council to vote a sum of Seven hundred and thirty-seven dollars and fourteen cents (\$737.14) in aid of the vote, Military Expenditure, D.—Volunteers, Other Charges, Ammunition.

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## ROYAL VISIT PREPARATORY EXPENSES.

The Governor recommended the Council to vote a sum of Two hundred and fifty-five dollars and seventy-seven cents (\$255.77) for expenses incurred in connection with arrangements for the reception of H. I. and E. H. the Crown Prince of Germany.

## TRANSPORT OF GOVERNMENT SERVANTS.

The Governor recommended the Council to vote a sum of Twelve thousand eight hundred dollars (\$12,800) in aid of the vote, Miscellaneous Services, Transport of Government Servants.

## THE QUESTION OF WIVES.

A DOCTOR ON THE NEW WOMAN.

Are the new, advanced women of England likely to drag the race downhill? Is the old-fashioned girl, who is interested in frocks and frills, dances, and mild flirtations, a better mother of the race than the new, athletic and mathematical woman? Dr. R. Murray Leslie, M.A., B.Sc., M.D., M.R.C.P., of Harley-street, has written an article upon "Woman's Progress in Relation to Eugenics," which appears in the current number of *The Eugenics Review*. In it he says that as a result of woman's excursion to man's sphere a new type of woman has been evolved, and he gravely questions whether she is not a peril to the race.

"Is woman's so-called progress—social and intellectual—conducive to the betterment of race? Are the new women, with their larger outlook on life and its problems, better fitted than the older types to become the mothers of a stronger and more virile race, able to keep England in its present proud position among the nations of the world?"

"She is more interesting," the doctor admits, "but is she a better mother of the race? Does, for instance, her knowledge of mathematics, or even her efficiency in athletics, make her intrinsically a better potential mother than the natural, bright, intelligent girl interested in frocks and frills, dances and mild flirtations? May not life, with its daily round of domestic duties and personal experience of social problems, be a better school for her growing mind and developing faculties of head and heart than a university class-room presided over by a learned professor steeped in the lore of all the ages? Men, including even the learned professors, prefer the less highly-educated type of woman. Therefore, the doctor concludes, intellectually stands in the way of marriage and maternity, for man 'appreciates in a woman what he calls feminine qualities more highly than devotion to intellectual pursuits or even pre-eminence in scholastic attainments. May it not be possible that this is the most powerful eugenic factor in existence? It is manliness in men that appeals to women, and womanliness in women that attracts men."

SEXUALLY IS EXTRACT. "Most women in their heart of hearts admire a masculine man endowed with power and influence, and secretly despise the 'tame cat' type of individual, however amiable or admirable he may be in the domestic sphere. On the other hand, womanliness is dissociated in men's minds with either intellectual power or physical development, but is... associated with certain passive qualities, such as sympathy and tenderness, more emotional than intellectual in character, which best find their expression in the domestic sphere, and more particularly in the roles of wife and mother. May it not be that the 'manliness' of men (as judged by women) and the 'womanliness' of women (as judged by men) are, after all, the most valuable of all qualities from the standpoint of eugenics, being but the more modern expression of natural selection? However fit the new woman may be physically, morally, and intellectually, it is not of very much consequence to the race if she is deprived of the opportunity of becoming herself the mother of the fittest. The ideal of girls' colleges seems to be to enable the girl to try and beat the man at his own game, the corollary being that she gets out of practice at her own."

The advanced Englishwoman shirks matrimony and children. If England is to maintain her place among nations, the spirit of self-sacrifice must not be replaced by a selfish desire for comfort, ease and well-being—things not wrong in themselves, but from a eugenic point of view unworthy to be the chief aim and ambition of a great people. As the families of educated women rarely number more than two or three, the (English) nation is necessarily deprived of the best children—namely, the third to the sixth, which, in the doctor's opinion, are the fittest children.

"It thus follows that not only is the race being mainly recruited from the lower grades of society, but that the educated are not even producing the best of their kind. I should be the last to wish that the interesting, independent English girl of to-day—the finest product of the age—should revert to the mere 'housewife' (housewife). I am only asking her not to sacrifice her race in her efforts to secure her own self-development. The eugenic factor is in her the probable ancestor of the fittest race the world has ever seen, if she will only realize her unutilized opportunity."

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## THE OPENING OF PARLIAMENT.

## THE KING'S SPEECH.

LONDON, February 7th.

The House of Lords was never so full as to-day and the scene was exquisite, the coronated peers encircling the red-robed peers like a framework. The High Commissioners stood near the Throne than the Ambassadors. The King wore naval uniform, which was almost covered with an ermine mantle and purple robe. The Queen was in black. Her Majesty wore a large, full crown of diamonds, unlike Queen Alexandra's usual small diadem. The Queen wore the Catharine diamonds, which glowed like fire around her neck and as a pendant on her breast. The Duke and Duchess of Cornwall were the only Royals present.

When the House of Commons appeared in attendance the King in a resonant voice read the new Accession Declaration, testifying that he was a faithful Protestant. Then putting on his cocked hat he read the speech slowly and emphatically so that every word told. The general opinion is that the demeanour of their Majesties in a trying ordeal was most admirable.

Remarks were made that the speech was colourless, the constitutional question and Ireland nothing mentioned. Various formalities delayed the opening of the debate on the Address in the Commons. The Address was moved by Mr. Harold Baker, and seconded by Mr. Thomas W. Baker.

After the re-election of the Chairman and Deputy Chairman of Committees, Mr. Asquith gave notice that at an early date he would ask leave to introduce a bill regarding the powers of the Lords in relation to the Commons and limiting the duration of Parliament. The statement was received with ministerial cheers.

In moving the Address Mr. Baker said he hoped that the inhabitants of the vast Empire of India, with its large possibilities and awakening aspirations, would be confirmed in the ways of unity and tranquillity by the presence of his Majesty in their midst.

Mr. Balfour said there was an immense amount of agreement on certain broad issues connected with the revision of the constitution. If Government were not prepared to act on the broad principles on which all were agreed, they could not expect a happy solution. He criticised Mr. Winston Churchill's conduct regarding the Welsh riots and the Sydney Street affair. Referring to the reciprocity agreement between Canada and America, Mr. Balfour said if the agreement came to fruition it would be a great Imperial disaster.

Mr. Asquith said that Government's majority was amply sufficient to justify the largest constitutional and social changes. He assumed that the process of translating the country's reiterated verdict on the constitutional issue would be neither long nor laborious. Ample opportunity would be given for discussion if Government's proposals. He hoped the proposals would reach the Lords before the coronation. Therefore the Government would claim all private members' time up to Easter. Referring to Mr. Balfour's description of the American-Canadian agreement as a great Imperial disaster due entirely to Government's refusal of the long pleadings of Canadian statesmen, Mr. Asquith said no artificial arrangement would make with Canada or elsewhere in the Empire could neutralise or counteract the irresistible economic forces driving the United States to level the tariff walls separating them from their neighbours. Referring to the naval estimates, Mr. Asquith recommended Mr. Balfour to cultivate an attitude of patient expectancy. One international friendship had been depended and strenuously. He congratulated most heartily the cordial and friendly expressions uttered by Mr. Pichon with reference to England in the French Chamber of Deputies on the 3rd instant. The Prime Minister made sympathetic reference to the jubilee of the Italian unity, and to the unbroken friendship between Italy and England. He further declared that Mr. Churchill had exercised cool and wise discretion in the South Wales disturbances. Making incidental reference to the Union of South Africa, Mr. Asquith described it as the greatest event in the consolidation of the Empire of our time.

In the House of Lords the Address in reply to the speech from the Throne was moved by Lord Ickerton and seconded by Lord Wellington. Lord Ickerton dwelt on the success of the Duke of Cornwall's mission and on the King's visit to India, which, he said, would increase the popularity of monarchy throughout the realm. He rejoiced that it was the King's intention to give his Indian subjects an opportunity of taking a personal share in the Coronation by his acceptance of the Imperial Crown in India, so testifying to his continuous regard for all his Dominions.

Lord Lansdowne, dealing with the constitutional question, deprecated the idea of the constitution being broken down because Government had not secured the passage of certain measures. Was the Parliament Bill, he asked, to be passed by straining the constitution? Was it to be an *outrage*? He maintained that the reform of the Lords should be dealt with first. Lord Lansdowne was gratified at the assurance that the foreign relations were peaceful, as there was a spirit of restlessness abroad. He had expected some reference to the Declaration of London, which had created grave apprehensions, and commented on the fact that no mention was made regarding the payment of members, a system which he condemned. The proposed reciprocity treaty between Canada and America was a most momentous departure in the history of the Empire. It meant a diminution of the possibility of Imperial preference by reason of the deflection of the wheat supply to the United States. The whole history of the Empire might be altered if Dominions were encouraged to develop not along Imperial lines, but in accordance with geographical conditions. Referring to the King's visit to India, Lord Lansdowne said that it was true there was no such thing as an Indian people, but he believed that if there was any one feeling which would tend to unite all classes in India it would be the feeling for a ruler who at the outset of his reign gave this striking proof of his interest in his Indian Dominions.

Lord Crove said he was unable to discuss the negotiations with Japan, which were still in progress. He continued: "I am certain, however, that though the matter must be difficult, our Japanese friends have every desire to meet us and the necessities of trade as far as possible. There has been some improvement in the situation in Southern Persia. We desire to be as patient as possible, and it would be with no little reluctance that we should send an Indian officer to organise the Persian police, because we desire as far as possible to see Persia self-sustained and progressing on her own lines. The time, of course, may come when Persia will agree that some such outside aid is required. Lord Crove paid a tribute to the arrangements being made in India for the Coronation Durbar, which he hoped would be worthy of the stately and dignified character of the occasion, and enable the most possible of his Majesty's Indian subjects to look on the face of their Emperor. His Lordship

was gratified at the successful and enjoyable tour of the German Crown Prince in India. The Minister referred at length to the Duke and Duchess of Cornwall's visit to South Africa, where no difference of race was allowed to interfere with the cordiality of their welcome. He was gratified that the Duke of Cornwall had been able to visit Rhodesia, a country of which he entertained high hopes, and which was looking forward with the rising barometer of hope. The Imperial Conference would now be regarded as a matter of course. He trusted that the coming conference would be rendered less strenuously social than its predecessors. It was undoubtedly Government's intention to deal with the payment of members in the present session. Referring to Lord Lansdowne's condemnation of this measure, he said it would be a surprise to their visitors from the Colonies where legislators were paid if they had to believe that we regarded their assemblies with contempt. Referring to Lord Lansdowne's description of the alleged atrocities in Macedonia, Lord Crove said Sir Edward Grey would not fail to call Turkey's attention to this, if an opportunity offers.

The Lords agreed to the Address in reply to the King's Speech.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. J. I. Andrew  
Mr. J. Audinet  
Baron M. V. Babo  
Mr. and Mrs. J. H. Backhouse  
Mr. and Mrs. E. C. Banham  
Mr. E. A. Beaumont  
Mr. L. Beekingale  
Mr. J. Beitley  
Mr. G. O. Blacker  
Mr. and Mrs. N. F. Blanche  
Mr. W. G. Bonnar  
Mr. H. Bridges  
Mr. W. Brooks  
Mr. W. Bruns  
Mr. W. C. Bunner  
Mr. W. H. Butts  
Mr. A. S. Campbell  
Mr. E. T. Chivers  
Mr. W. E. Clarke  
Mr. A. S. Cobden  
Mr. E. H. Colleyshaw  
Mr. H. L. Condon  
Mr. and Mrs. H. Dallas  
Mr. P. Davidson  
Capt. & Mrs. H. Diego  
Hon. Mr. & Mrs. Davies  
Mr. Frank Davis  
Mr. & Mrs. J. W. Dollar  
Mr. W. C. Drew  
Mr. & Mrs. E. E. Edwards  
Mr. and Mrs. H. C. Edwards  
Mr. H. G. Ellis  
Mr. P. E. Elphinstone  
Mr. W. N. Finlayson  
Mr. H. G. Fiske  
Mr. J. Forrester  
Capt. & Mrs. Frazier  
Miss A. M. Friend  
Mr. & Mrs. F. & infant  
Mr. J. J. Galbraith  
Mr. J. W. Gammon  
Mr. V. Goulburn  
Mrs. J. Gould  
Mr. C. C. Grant  
Mr. S. J. Green  
Miss W. J. Green  
Mr. C. V. Green  
Mrs. G. Green  
Mr. J. J. Hale  
Mr. J. C. Hamilton  
Mrs. C. Hammond  
Mr. D. Hass  
Capt. T. P. Hall  
Hon. Mr. & Mrs. E. A. Heale  
Mr. J. Hicks  
Mr. J. A. Higgins  
Mr. W. B. Hinds  
Mr. H. Holmes  
Mr. P. van Holst  
Dr. S. H. Hough  
Mr. C. Humphreys  
Mr. H. Innes  
Mr. C. W. Jack  
Mr. Jackson  
Mr. E. R. Jackson  
Miss C. S. Jackson  
Mrs. J. Johnston & inf.  
Mr. E. C. Julian  
Mr. C. Julian  
Mr. K. Kawai  
Mr. & Mrs. Kelly  
Mr. & Mrs. Kepp  
Mr. P. B. Kilmanek  
Mr. & Mrs. W. D. Kraft  
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Dr. F. F. Fennell  
Mr. C. M. F. Frost  
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Consul J. M. Macedo  
Mr. H. Hoffman  
Mr. & Mrs. E. J. Hunter  
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Mr. F. Macgregor  
Mr. McNulty

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Mr. Miditch  
Mr. W. Miller  
Mr. R. H. North  
Mr. W. Pringle, Jr.  
Mr. F. Paper  
Mr. P. Sankson  
Mr. Geo. Grant  
Capt. and Mrs. A. H. Stewart & child  
Mr. H. F. Stoneham  
Mr. A. P. Storrie  
Mr. C. Sturges  
Mr. R. Taylor  
Mr. Veidier  
Mr. F. Wiesner  
Capt. Willie

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TJILWONG	JAVA	Second half of Feb.	JAVA	First half of Mar.
TJIMAH	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJITAROEI	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIKINI	JAVA	First half of Mar.	JAVA	First half of Mar.
TJIPANAS	SHANGHAI	First half of Mar.	JAVA	First half of Mar.
TJIBODAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 22nd February, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.  
COPENHAGEN and BALTIC PORTS "YBDDO" End of March.

For Freight and Further Particulars, apply to  
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.  
Hongkong, 2nd February, 1911. YORK BUILDINGS, TOP FLOOR. [46]

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.  
SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" About 25th February.

For further Particulars apply to  
MELCHERS & CO., AGENTS. [45]

Hongkong, 2nd February, 1911.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	4000	H. Maudslayi	Manila, Cebu & Iloilo	On 25th Feb. 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th Mar. 4 P.M.

For Freight or Passage apply to  
SHEWAN TOMES & Co., General Managers.  
HONGKONG, 24th February, 1911. PHILIPPINES S.S. CO. [13]

## BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The Leading Brand in

ENGLAND.

The

best that can

be obtained.

Sold

EVERYWHERE.

SOLE AGENTS FOR CHINA:  
DADY BURJOR & Co.  
Wholesale Wine & Spirit Merchants.

## ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years From 1874 to 1909.  
Price 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## HONGKONG TIDE TABLE.

From February 24th to March 2nd, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H.K. Mean Time.	Height.	H.K. Mean Time.	Height.
Fri.	24	6 54	5 9	1 9	2 2
Sat.	25	9 10	4 1	1 45	1 7
Sun.	26	9 23	4 2	2 20	1 3
Mon.	27	9 37	4 4	2 52	0 9
Tues.	28	9 52	4 6	3 23	0 7
Wed.	1	10 9	4 8	3 53	0 6
Thurs.	2	10 22	5 1	4 25	0 7

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 23rd.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.14	30.30	30.24
Temperature	55	61	63
Humidity	74	43	62
Wind Direction	WNW	NNE	N
Force	2	1	2
Weather	c	b	b
Rain			

Highest open air Temperature on 22nd 67

Lowest open air Temperature on 22nd 57

## 報新外中港香

CHUNG NGOI SAN PO  
Chinese Daily Press.

PUBLISHED DAILY.  
Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.  
Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents.  
Documents translated from or into Classical or Colloquial Chinese.

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON RAILROAD &amp; NAVIGATION CO.

For PORTLAND, VIA MOJI, KOBE, &amp; YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS.	CAPTAIN	TO SAIL
"HENRIK ISEN" ...	4,578	Chr. Smith	On 27th February.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to  
King's Building (Opposite Blake Pier).  
FRED J. HALTON, AGENT. [49]

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, YAP, MARON, FRIEDRICH, WILHELMSHAFEN, RABAU, SAMARAI, BRISBANE and SYDNEY	"PRINZ SIGISMUND"	6,000	Saturday, 25th Feb., at 9 A.M.
JESSELTON, KUDAT & SANDAKAN	"BORNEO"	5,050	Tuesday, 28th Feb., at 9 A.M.
KOBE & YOKOHAMA	"COBLENZ"	6,750	About 7th March.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. [5]

Hongkong, 24th February, 1911.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.

Capt. P. GROSCH.

"LUETZOW" - 17,300 - ON APRIL 5TH.

Capt. B. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.

Capt. O. PANNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.  
Early booking recommended.  
For Particulars, apply to  
MELCHERS & Co., GENERAL AGENTS. [41]

Hongkong, 10th November, 1910.

## PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
-COLOMBO, INDIA, AUSTRALASIA, EGYPT, BEINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Leave HONGKONG	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due PENINSULAR (London 1 day later)
ARCADIA	7000	February 18	MALWA	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA	April 1	April 7
MARMOBA	10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA	April 29	May 5
DELHI	8000	April 15	MONGOLIA	May 13	May 19
ASSAYE	7500	April 29	MOREA	May 27	June 2
DELTA	8000	May 13	MOULTAN	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BEINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE £105.14 RETURN £122.12  
2nd " 24.8 " 37.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERME DATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	March 8	April 24
NOEE	March 22	May 9
PALAWAN	April 5	May 22
BOENEO	April 19	June 5
SUMATRA	May 3	June 17
NILE	May 17	July 3

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON (Including Surtax):  
1st SALOON £55.10 SINGLE £82.10 RETURN £100.10  
2nd " 23.10 " 35.10

Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—  
E. A. HEWETT, SUPERINTENDENT. [1002]







PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 27th Feb.	Freight and Passage.
SHANGHAI	MARMORA Capt. G. H. C. Weston	About 3rd Mar.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 4th Mar.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SYRIA Capt. D. C. Gregor, R.N.R.	About 8th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, BORNEO and YOKOHAMA	Capt. W. H. S. Hall	About 10th Mar.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 24th February, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CANTON	"LUHONG"	On 24th Feb., 4 P.M.
HAIPHONG	"SINGAN"	On 25th Feb., Noon.
AMOI	"YINGCHOW"	On 25th Feb., 4 P.M.
TIENTSIN	"KUBICHOW"	On 25th Feb., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 25th Feb., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Feb., Night
MANILA, ILOILO & CEBU	"TEAN"	On 28th Feb., 4 P.M.
MANILA, ILOILO & CEBU	"KAIFONG"	On 7th Mar., 4 P.M.
TIENTSIN	"HUICHOW"	On 9th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 24th February, 1911.

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 24th Feb., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 28th Feb., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 3rd Mar., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 26th Feb., at 10 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS

Hongkong, 24th February, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW & WEL	"CHEONGSHING"	Friday, 24th Feb., Noon.
SHANGHAI	"TINSANG"	Friday, 24th Feb., Noon.
SHANGHAI, KOBÉ & MOJI	"KUTSANG"	Friday, 24th Feb., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 25th Feb., Noon.
MANILA	"LOONGSANG"	Saturday, 25th Feb., 2 P.M.
SHANGHAI VIA SWATOW	"CHOYSANG"	Sunday, 26th Feb., D'light
MANILA	"YUENSANG"	Sunday, 4th Mar., 2 P.M.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

Hongkong, 24th February, 1911.

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANS A."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBÉ & YOKOHAMA:	
SS. PREUSSEN	27th Feb.
SS. RHEINFELS	12th March
SS. SENEGBAMBIA	22nd March
SS. SUEVIA	7th April
SS. BAYERN	20th April
SS. ARABIA	3rd May

HOMEWARD.

For MARSEILLES, HAMBURG & ANTWERP:	
SS. SAXONIA	24th Feb.
For BREMEN & HAMBURG:	
SS. SPEZIA	1st March
For ROTTERDAM & HAMBURG:	
SS. LIBERIA	5th March
For HAVRE, ROTTERDAM & HAMBURG:	
SS. SAMBIA	10th March
For MARSEILLES, HAVRE & HAMBURG:	
SS. SILEZIA	14th March
For HAVRE, ROTTERDAM & HAMBURG:	
SS. PREUSSEN	24th March

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th February, 1911.

U. S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	FRIDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 8th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and for Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul General, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 3rd March, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON (via New York) £45.

HONGKONG TO SAN FRANCISCO (via New York) £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— (Subject to Alteration.)

DESTINATION	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	WAKASA MARU Capt. N. Nielsen	7,000	SUNDAY, 26th February
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 1st March, at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 15th March, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th Mar., from KOBÉ
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th March, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 17th Mar., at Noon
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
KOBÉ and YOKOHAMA	COLOMBO MARU Capt. E. Combe	5,000	MONDAY, 27th February
SHANGHAI, MOJI, and KOBÉ	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 2nd Mar., at 11 A.M.
NAGASAKI, KOBÉ and YOKOHAMA	CEYLON MARU Capt. Fred Pyne	6,000	TUESDAY, 7th March
	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 15th Mar., at Noon

\* Omitting Panama. \* Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	RATES OF PASSAGE.
KITANO	9000	1st Mar.	1st Class	S 550.00
HIRANO	7000	15th "	"	Y 825.00
TANGO	9000	29th "	"	2nd Class S 350.00
KAMO	9000	12th April	"	R 540.00
AKI	9000	26th "	"	oldstr. 1st Class S 500.00
MISHIMA	7000	10th May	"	E 750.00
	9000	24th "	"	2nd Class S 350.00
			"	R 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	S 230
INABA	7000	28th Mar.	"	2nd Class S 221
TAMBA	7000	25th April	To London via New York:	1st Class S 260
AWA	7000	23rd May	via St. Lawrence:	1st Class S 259

For further information as to Freight, Passage, Sailings, etc., apply to

14-40] T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION at ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION of 1911. Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
TENYO MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.

\* Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

TUE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, on FRIDAY, 24th February, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hashimoto	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	45-0-0, Single
" NEW YORK	60-0-0, "
" LONDON	71-10-0, "
" SALINA CRUZ or MANZANILLO	120-0-0, Return 6 Months
" VALPARAISO	125-0-0, 24 "
" VALPARAISO	Yen. 570.00, Single "

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ANPING via SWATOW	"SOSHU MARU"	WED'DAY, 1st Mar., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 2nd Mar., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

703] S. HIROI, MANAGER





